



2009

city of bellevue
pedestrian & bicycle
transportation plan report





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City of Bellevue City Council

Grant Degginger, Mayor
Claudia Balducci, Deputy Mayor
Patsy Bonincontri
John Chelminiak
Don Davidson
Conrad Lee
Phil Noble

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Al Yuen, Former
Jan Holler, Former
Christina Van Valkenburgh, Former

City Manager

Steve Sarkozy

City of Bellevue Core Staff

Goran Sparrman, Director of Transportation
Kevin O'Neill, Assistant Director - Long Range Planning
Franz Loewenherz, Senior Transportation Planner
Michael Bishopp, Senior GIS Analyst
Sarah Squires, Transportation Planning Intern

Other City of Bellevue Staff Contributors

David Berg, Assistant Director - Capital Projects
Geoff Bradley, Environmental Programs Supervisor
Dave Cieri, Construction Project Manager Supervisor
Dan Dewald, Natural Resource Manager
Chris Dreaney, Development Review Manager
Vangie Parico Garcia, Project Manager II
Ray Godinez, Development Review Engineer
Karen Gonzalez, Neighborhood Services Manager
Nicholas Matz, Senior Planner
Phyllis Hall, Graphic Designer
Patrick McGrath, Transportation Planning Intern
Paul Inghram, Comprehensive Planning Manager
Mike Ingram, Senior Transportation Planner
Darek Jarzynski, Senior Transportation Engineer
Judy Johnson, Street Maintenance Superintendent
Paul Krawczyk, Senior Project Manager
Nancy LaCombe, Project Manager
Kurt Latt, Senior Transportation Engineer
Rick Logwood, Project Manager Supervisor
Mike Mattar, Design Division Manager
Eric Miller, Capital Programming Manager
Kristi Oosterveen, Management Policy Analyst
Mark Poch, Traffic Engineering Manager
Mike Whiteaker, Traffic Signal Engineer



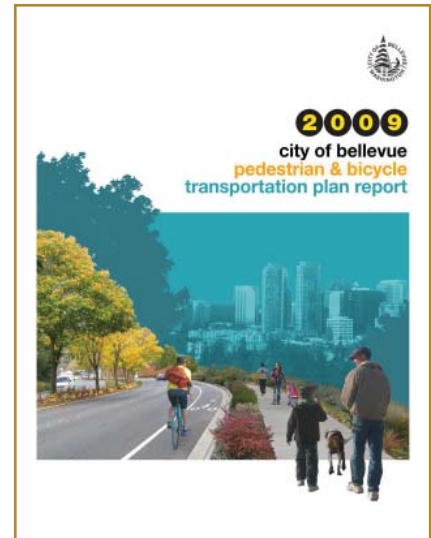
Executive Summary

Plan Vision

Bellevue's Comprehensive Plan acknowledges that anticipated growth in travel necessitates a multi-modal transportation approach that offers the public choices about how they travel within, to, and through Bellevue. The new Pedestrian and Bicycle Transportation Plan – adopted by City Council on 2/17/2009 - establishes the City's overall vision.

To plan, design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders. In doing so, the City will advance the following objectives:

- *Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region*
- *Improve health and fitness, and enhance recreational benefits*
- *Ensure that those in the community who cannot drive due to age, income or disability have mobility options*
- *Provide a safe and accessible street environment for all users*
- *Improve overall neighborhood livability*
- *Support and enhance public transit use*
- *Reduce air and noise pollution, energy use, and oil consumption*
- *Support economic development*



The complete Plan Report is available at: http://www.bellevuewa.gov/walking_biking.htm

Plan Strategies

The Plan is the product of extensive public outreach, research, inter-agency coordination, and field work, and review by the Transportation Commission. The outreach effort included on-line surveys, focus groups, and conversations with citizens at public events and over the Internet. In response to public feedback, the Plan aims to achieve the following:

- **Implementation Targets.** Complete a connected network of citywide and downtown bicycle routes; make substantial progress on the sidewalk network within 10 years; decrease collisions; and, increase the amount of biking and walking.
- **Improvement Priorities.** Give special consideration to projects that improve network connectivity, enhance accessibility to major community facilities, and address safety issues.
- **Context Sensitive Design.** Work with the public in designing transportation facilities that are safe, attractive, and compatible with surrounding land uses.
- **Coordination.** Implement public education and encouragement programs, enabling policies, and land use patterns that support bicycle and pedestrian movement.
- **Best Practices.** Look to other cities for examples of innovative pedestrian and bicycle initiatives and assess how these strategies might be incorporated into Bellevue's programs.
- **Accommodation.** Consider the needs of pedestrians and bicyclists in planning and designing road projects.



Project List

One of the most important outcomes of the Plan is a detailed assessment of Bellevue's transportation network resulting in specific recommendations for new pedestrian and bicycle facilities. The Plan includes 435 projects that when built will yield 90 miles of sidewalk, 144 miles of bikeway, and 20 miles of trail facility improvements.

The Plan is composed of a variety of different facility types aimed at pedestrians and bicyclists of all levels of experience. From shared bicycle facilities and 5 foot-wide sidewalks on quiet streets to bicycle lanes with 6 foot-wide sidewalks and 4 foot-wide planter strips on arterials, the pedestrian and bicycle network can address the needs of a range of users as well as be customized to the constraints and opportunities in a wide range of contexts and locations.



The plan vision is for a pedestrian network that will connect important destinations with sidewalks, trails, and other routes so that walking becomes a more viable transportation option.



Priority bicycle corridors will create a continuous network that promotes connections to surrounding jurisdictions and creates links among communities within the City.

The implementation of this Plan requires a long-term commitment. As a long-range transportation plan, the Pedestrian and Bicycle Plan represents the first step in the project development process. There are numerous steps in moving a project from a long-range transportation plan through to construction.



Implementation

Given that the plan represents a long range vision, all of the project descriptions in the plan are framed as “conceptual.” The images on page 4 of this flyer provide a snapshot into the potential future of some of the near-term (funded) projects in the Plan. The visual concepts should be regarded as illustrative only. Much additional engineering and design will be needed on all of these projects when determining the most optimal pedestrian and bicycle facilities.



The vision for the Bel-Red Corridor emphasizes pedestrian and bicycle mobility (Ped-Bike Plan # O-110-N, S-100-N, and S-100-S).

New Tools

Creating good conditions for walking and cycling often requires adopting new and innovative designs. City staff are actively involved in evaluating different tools for improving walking and cycling conditions in Bellevue. The following are several recent examples:



Bellevue's initial “sharrow” experiment on 161st Ave SE is shown to improve both bicycle positioning and motorist behavior.



Rubber sidewalk panels at NE 10 St west of 102 Ave NE allow tree roots to grow under the sidewalk without creating a trip hazard.

The new Plan Report is available at: http://www.bellevuewa.gov/walking_biking.htm For more information, contact Franz Loewenherz, at 425-452-4077 or FLoewenherz@bellevuewa.gov



Representative 2009-2015 Capital Investment Program (Funded Projects)

The photographs below on the left show streets as they look now. The photos on the right show the same streets with proposed improvements added.

SE 26th St/SE 24th St to West Lake Sammamish Parkway (PW-W/B-76): Construct curb, gutter and six foot sidewalk on south side; accommodate future bike lanes. Completion 2009.



145th PI SE/SE 16th St to SE 24th St (PW-R-151): Construct five foot bike lanes, curb, gutter and six foot sidewalk along both sides, and other landscaping where feasible. Completion 2010.



108th Ave SE/Bellevue Way to I-90 (PW-W/B-71): Construct five foot bike lanes on both sides and curb, gutter and six foot sidewalk on one side where missing. Completion 2012.

